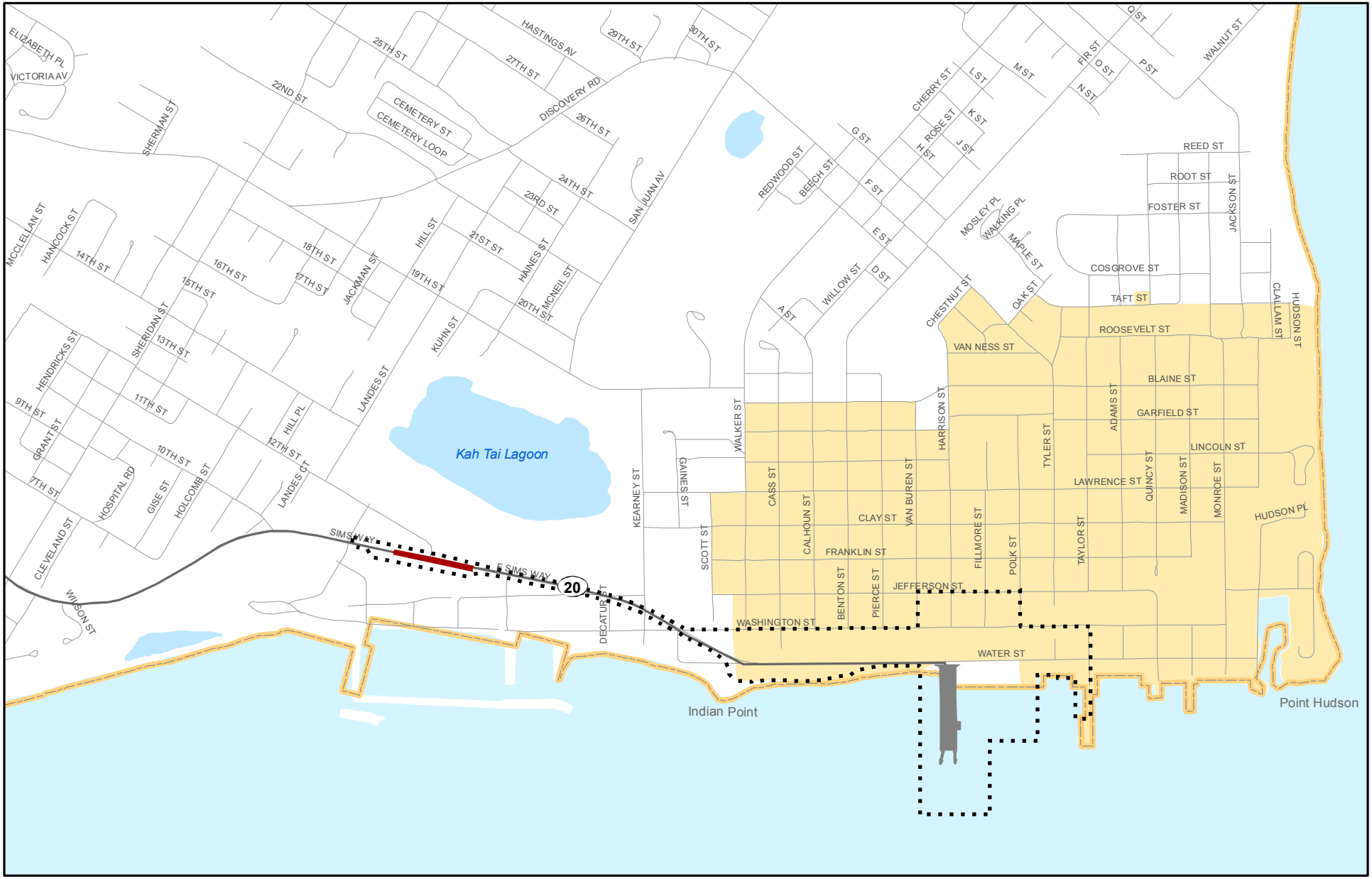

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City Limits
Historic District
APE
Ferry Terminal
Remote Holding Area

N

0 500 1,000 Feet

Figure 6
Relationship of the Port Townsend Historic District to APE

c. Proposed measures to reduce or control impacts, if any:

Short-term construction-related effects can be mitigated though careful planning to minimize construction-related traffic congestion and detours. Every effort will be made to maintain access to the historic commercial area on Water Street during construction, including appropriate routing of construction vehicles to reduce congestion and potential vibration and dust impacts.

An Inadvertent Discovery Plan will be prepared and will be on-site before any earthwork is begun. If previously undiscovered archaeological remains are encountered during construction, all work within 25 feet of the find will temporarily halt. The contractor will notify WSDOT personnel, who will in turn contact the Washington State Department of Archaeology and Historic Preservation (DAHP) and the FHWA in accordance with RCW 27.53.020 and with the *Standard Specifications for Highway Construction*. If any human skeletal remains are discovered during construction, all work in the discovery area will stop and appropriate agencies will be notified immediately, including the Jefferson County coroner, WSDOT, FHWA, and DAHP. If the remains are suspected to be of Native American origin, appropriate tribal authorities would also be notified in accordance with RCW 27.44.040 – Protection of Indian Graves.

As part of the geotechnical field work for the final project design, borings would be performed in the area of the buried stormwater vault. An archaeologist would be on-site during this field work. If any evidence of archaeological resources is uncovered, the Inadvertent Discovery Plan would be implemented.

The upgrading of the terminal lighting system and the removal of the transfer span towers would improve the view of the waterfront from the PTHD.

14. Transportation

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

Access to the existing street system would be the same as the existing access on Water Street. The terminal entrance and exit configuration would change slightly as shown in Figure 1. Local streets and highways are shown on the map below (Figure 7), along with the six intersections analyzed in the *Transportation Discipline Report* to estimate local traffic impacts.

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

The ferry terminal is currently served by Jefferson Transit via two “loop” routes beginning and ending at the Haines Place/12th Street Park-and-Ride: Downtown Shuttle #11 and North Beach/Fort Worden #12. The transit stops closest to the ferry terminal are located approximately 200 feet east of the terminal. The relocated terminal entrance would be next to the transit stops, enhancing transit access to the ferry.

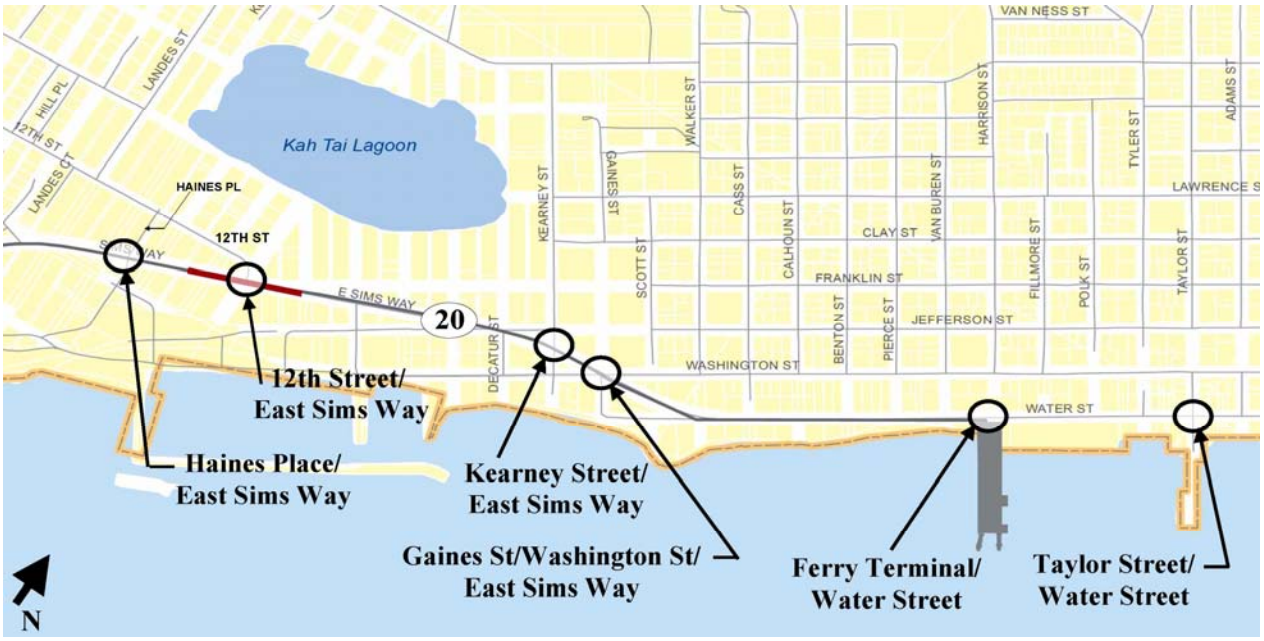

FIGURE 7. LOCAL STREETS AND STUDY INTERSECTIONS

c. How many parking spaces would the completed project have? How many would the project eliminate?

The project would increase the total vehicle holding capacity at the three holding areas (trestle, holding area next to the terminal, and new remote holding area) by 83 vehicle spaces over current conditions (for a total of about 300 spaces) to reduce queuing on SR 20. The expanded ferry terminal (trestle plus holding area next to the terminal) would hold approximately 220 vehicles. The new remote holding area would provide capacity for 80 vehicles, replacing the existing Indian Point holding area, which has space for 100 vehicles. Employee parking (20 spaces) would be relocated within the terminal and 10 new spaces added.

The terminal improvements would require taking 16 off-street parking stalls in the parking lot west of US Bank and 3 on-street public parking stalls. All of these stalls could be replaced by restriping angled stalls as 90-degree stalls on the adjacent private property east of the bank. The two public parking stalls would be converted to a pick-up and drop-off area for the ferry terminal.

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

The project would not require any new roads or streets, but it would add two 800-foot-long holding lanes south of SR 20 at the new remote holding area. One lane would use the existing paved south shoulder (also currently used as a bike lane), and the other would be constructed of pervious paving materials to reduce stormwater runoff. The lane currently used as a bicycle lane would be replaced by a separate pathway for bicyclists and pedestrians south of the highway. Although no new traffic signals would be installed, existing signals could be phased and interconnected to improve traffic flow. Coordinated signal timing would reduce the effects of surges of off-loading ferry traffic on SR 20/Water Street.

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The project would not use rail or air transportation, but it would provide water transportation across Puget Sound.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

The ferry terminal currently accommodates approximately 1,950 vehicular trips per day during the summer peak season (15 sailings [15 arrivals and 15 departures] per day times 65 cars per vessel). The completed project would accommodate from 3,250 vehicular trips per day for the smallest (65-car) vessel (25 sailings [25 arrivals and departures]) to 3,720 – 4,320 trips per day for the largest (124- to 144-car) vessel (15 sailings) in summer 2030.

Other transportation effects of the Proposed Action include:

- Intersection operations – During an average 2030 weekday peak, the level of service (LOS) is not anticipated to worsen at any of the study intersections under the small, mid-size, or large vessel scenarios. During the 2030 summer peak, however, the LOS is anticipated to worsen at some intersections, with operations at East Sims Way and Taylor Street, Kearney Street, and Haines Place degrading under the larger boat scenarios. The Taylor Street intersection would degrade from A to B, Kearney Street from C to E, and Haines Place from D to F compared to 2030 conditions without the project. This is a result of larger groups of vehicles traveling westbound on East Sims Way, providing fewer opportunities for cross-street traffic to enter the mainline. These larger groups of traffic are due to increased background traffic within the City of Port Townsend, as well as an increased number of vehicles exiting the ferry dock. It should be noted that the analyses represent the timeframe when the ferry vessel unloads, and do not represent average operations over the full peak hour.
- Queuing – Ferry queuing westbound is expected to occur at the intersection of East Sims Way and Kearney Street in all future-year scenarios when ferry boats arrive at the dock. Under the summer peak small boat scenario, queues are expected to be minimal and are anticipated to dissipate in less than 4 minutes. Under the mid-size boat scenario, queues are expected to dissipate within 6 minutes. Under the large boat scenario, queues are expected to dissipate within 8 minutes.
- Pedestrian and bicycle facilities – Pedestrian facilities would include a marked crosswalk and a sidewalk path on the dock. This would provide protected access to the terminal as well as a path separated from autos. Bicycle amenities would be maintained on the south side of SR 20 near the ferry terminal and on both sides of SR 20 west of Kearney Street. South of the remote holding area, a bicycle and pedestrian path would be provided for eastbound travel.
- Traffic safety – Ferry traffic exiting the dock would be controlled by a traffic signal. Pedestrians using the crosswalk at the terminal exit would also have their own signalized phase (to separate pedestrians from exiting vehicles).

g. Proposed measures to reduce or control transportation impacts, if any:

Construction Mitigation

To maintain maximum capacity and minimize effects on SR 20, the remote holding area would be constructed prior to loss of the Indian Point holding area and to any construction within the terminal that

results in holding area reductions. The construction schedule would be set to minimize construction impacts during the high ferry demand periods, including the summer weekend peak travel.

Construction staging would allow for uninterrupted ferry service throughout the preservation and improvement elements of the ferry terminal reconstruction.

The contractor would coordinate employee parking with Jefferson Transit and shuttle workers to the ferry terminal. This would reduce the amount of traffic and parking effects in the waterfront district. The park-and-ride lot is located near the remote holding area at 12th Street/Haines Place.

Driveway access would generally be maintained throughout the construction period to minimize effects on properties and businesses within the study area. Necessary closures would be outlined in the contractor's Traffic Management Plan (TMP) and approved by the City. The TMP would detail any detours, signing plans, and duration/timing of required closures. Effects would be kept to a minimum by scheduling lane closures outside of the peak travel demand periods.

The contractor would maintain ADA-accessible pedestrian paths through all construction phases. Any required detours would be included in the contractor's TMP. Lane detours would include provisions for bicycle lanes, where present, or wide (minimum 12-foot) travel lanes for shared bicycle/vehicle traffic.

Public outreach communications would inform motorists of construction activities. These would include informational signs and website postings. Construction activities would be coordinated with other projects and services within the study area. Construction activities on SR 20 would also be coordinated with WSDOT to be included in their highway advisory radio and website announcements.

Operational Mitigation

The effects on SR 20 related to surges of off-loading ferry traffic would be decreased with signal timing controls, while still maintaining current off-loading times. Signal timing controls would provide better progression of traffic along SR 20. Slightly higher efficiencies would be gained without physical improvements to the infrastructure. Mitigation related to the largest vessel may include a southbound left-turn pocket, and revised signal phasing at the intersection of Kearney Street and East Sims Way. The southbound left-turn pocket could be accommodated within the existing pavement section. Also, at the intersection of East Sims Way and 12th Street, left turns into and out of 12th Street would be restricted. This would help progression of ferry vehicles away from the terminal. A westbound right-turn pocket and a northbound left-turn pocket at the intersection of Haines Place and East Sims Way may further mitigate the mid-size and largest vessel scenarios. The intersection's traffic signal phasing would be revised to provide a protected southbound left-turn movement.

To enhance pedestrian safety at the crossing of SR 20 at the ferry terminal, right-turn-on-red movements out of the ferry terminal would be prohibited. This mitigation measure would reduce conflicts between pedestrians and ferry traffic exiting eastbound on Water Street.

Parallel to the new remote holding area, a dedicated path would be provided for bicycles and pedestrians. This path would separate non-motorized traffic from queued ferry vehicles.

15. Public services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

The project would not result in an increased need for public services.

During construction of the project, response and travel times of fire, emergency medical, and police vehicles through the study area may increase due to construction-related traffic slowdowns.

Depending on the size of ferry vessel that would provide service to the improved terminal, ferry terminal operations may at times increase the response and travel times of public service providers along SR 20/Sims Way through Port Townsend. This would only occur if the 100-car or 124- to 144-car vessel were selected.

b. Proposed measures to reduce or control direct impacts on public services, if any.

Mitigation measures during construction will include:

- WSF would prepare and implement a TMP. The contractor would post signs to show detour routes if periods of closure are needed.
- WSF would provide the fire department and police with advance notice of construction schedules.
- WSF would notify and coordinate with the fire department and police prior to construction to alleviate the potential for increased response times due to construction activities.
- WSF would notify and coordinate with the police department and State Patrol to ensure adequate staffing during construction for traffic and pedestrian movement control.

16. Utilities

a. Circle utilities currently available at the site:

electricity, water, refuse service, telephone, sanitary sewer, stormwater, cable TV/internet

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

The City of Port Townsend provides the water, wastewater, and stormwater service at the ferry terminal. Electricity is provided by Puget Sound Energy. Telephone service is provided by Qwest Communication International, Inc. Millennium Digital Media maintains coaxial and fiber-optic cables located adjacent to the proposed remote holding area and the existing ferry terminal. Garbage collection is provided by Waste Connections Inc. There would be no change in utilities services from what is currently provided except that the project would install a water quality vault or other water treatment device to treat stormwater runoff from the ferry terminal.

The project is not expected to require the relocation of any utilities. All of the utility work would be done within the existing terminal location and would consist of replacing existing utility lines that are past their useful life. Depending on final design, the addition of the remote holding area may encroach on an underground telephone cable, which may need to be moved. WSF would field-verify the exact locations and depths of underground utilities prior to construction.

Other mitigation measures during construction would include:

- WSF would notify nearby residents and businesses of utility interruptions, if any are required, by providing a schedule of construction activities in those areas.
- WSF would coordinate with service providers and give them project schedules to minimize the effects of utility relocations, if any are required.
- WSF would consider the location of utilities during detailed design to avoid or minimize

conflicts, disruption of service, and disruption of or restrictions on access and maintenance functions.

- WSF would be responsible for the relocation costs of any City utilities affected by the project. WSF would also be responsible for the relocation costs of any private utilities that provide documentation of verifiable prior property rights or being under an easement.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____
Kojo Fordjour

Date Submitted: _____